

THE VIGILANT OUTSAILED

ALL SORTS OF WEATHER FOR THE SE-
COND TRIAL RACE.

THE DEFENDER STOOD UP LIKE A ROCKET THROUGH A THUNDER SQUALL AND RAN AWAY FROM HER RIVAL—SATISFACTION OVER THE PERFORMANCE OF THE STENOGRAPHIC BOAT—PRAISE FOR THE ENGLISH YACHT, WHICH WAS OUT WITH THE COMPETITORS—ANOTHER TRIAL RACE TO-DAY.

The second of the trial races between the Defender and the Vigilant was sailed yesterday, and during the whole race, which was over a triangular course—eight miles on each leg, and in all sorts of weather, from a dead calm to a smart squall, the Vigilant was outclassed. It took the Vigilant 5 hours 7 minutes and 43 seconds to sail over a course which the new boat covered in 4 hours 44 minutes and 49 seconds, and Defender took has gone up many points.

The Regatta Committee, at the end of the race

and before coming up to the city, held a meeting and decided that there should be a third race, and fixed the time for to-day at the same hour. The conditions will be the same as governed the race yesterday, with the exception of a possible change in the course. That will depend upon the wind. Under certain conditions it may be straightaway and return. At the New-York Yacht Club the bulletin was posted, and a good deal of criticism was aroused by the added statement from the committee that owing to the lateness of the hour at which the decision to race was reached there would be no club boat. The members generally are highly elated with the behavior of the Defender, and there seems no question as to the ultimate choice of the committee for the defender of the cup.

The many mishaps of the Defender do not seem to lessen the confidence of her friends in her ability to beat not only her graceful sister,

the Vigilant but the English sloop which has come here to wrestle for the cup. This confidence was demonstrated by the small attendance on the New-York Yacht Club's tug, the *Edgar F. Luckenbach*, yesterday. When the Defender came from her Rhodi Island home everybody was anxious to see her; all yachtmen and all lovers of the sport wanted to know how the craft looked with which the task rested to keep in this country America's well-earned yachting laurels. What she did when she stretched her wings in public and what she has done since seems to have satisfied her friends, because the interest in her trial bouts has grown less and less. In the race last week, which was the first of the series, the Defender was declared the loser because she withdrew from the race without finishing. She had clearly beaten the *Vigilant*.

lant, but refused to go over the course a second time because her commander feared that her rigging was strained and too weak for the stiff wind which was blowing. That difficulty has been remedied and now there seems to be no doubt in the minds of her friends as to the Defender's doing what she was built for. True, there are some who look wise as they repeat the doggerel:

The Herreshoffs they built a yacht,
And called her the Defender;
Every time she sailed a race
They took her home to mend her.

When the Luckenbach left Pier No. 4, East River, about 9:30 a. m., there were fewer members of the New-York Yacht Club on board than at the first regatta, and those who were there seemed to know that the new boat would simply run away from her rival.

Among those on board were: J. V. S. Oddie, who had charge of the boat; General Thomas L. Watson, Colonel DeLancey A. Kane, Isaac Townsend Smith, Siamee Consul-General Samuel Garro, General Whipple, U. S. A., retired, George W. Jones, P. Henry Jeannot, Arthur H. Clark, Edward Kelly, E. E. Chase, H. Edward Ficken, G. A. Freeman, W. P. Stephens, A. Cary Smith, Howard Jaffray, Mayhew Bronson, A. M. Griswold and George DeF. Grant. The Al Foster took a large crowd of spectators down to the

The air was sizzling hot, but the knowing ones detected evidences of a good breeze outside, and spoke of the "glass falling" to cheer up those

who were looking for a shady spot in which to take shelter from the burning rays of the sun. The Azeta, with women in natty sailor costumes on the bridge, was the first private yacht encountered; then came the Sapphire, Eugene Higgins's pretty craft, and Mr. Benedict's trim Oneida. Presently the passengers on the Luck-

enbach became interested in a tall sloop which rode at anchor in the Horseshoe. It was the Valkyrie, and on all sides exclamations of admiration for the Englishman were heard, although she was really too far away and there was too much haze to make her out. Other yachts seen on the way to Scotland Lightship were E. D. Morgan's Sheerwater, flying the absent flag to indicate that her owner was on board the De-

fender; J. Pierpont Morgan's *Corsair*, J. H. Hanan's *Embla*, the new *Columbia*, John Jacob Astor's *Nourmahal* and George Gould's *Atalanta*.

At the lightship the Defender and the Vigilant were skimming about, making the most of the little breeze. It was noted that as on previous occasions the Vigilant's sails set beautifully, and the comparisons which were made between the sheets of the two boats were all favorable to the

George J. Gould could be seen on board his yacht, glass in hand, next to the sailing master while on the Defender the one who attracted the

most attention was Mrs. Isch, who was Captain Hays' stewardess. Her shirt was white and her skirt, and her bronzed face looked darker beneath her jaunty white sailor hat. While all were waiting for the signal which would start the launch, the captain would bid the launch take W. K. Vanderbilt from the Vaillant to the Defender. Course No. 2 was decided upon by the committee, and a signal to start was given. The launch started at that effect was raised about 11 feet. The launch was from the starting line, eight miles to and around a mark, thence eight miles to and around a second mark, and thence eight miles to finish. The launch was to starboard, according as the yachts are seen around.

Then came the signals, D, C, N, D, B, H and A. At the meeting that the first leg would be

southeast, the second north by east, half east and the third west by south. The preparatory signal was given at 11:15, with the wind, which a little there was of 11:15, by south, and the who saw the yacht, said that they never saw a better one. The two sloops got away abreast and as gracefully as two birds. The Defender was in the lead over the line, and she never lost her advantage.

With twenty minutes the little wind died away, and it looked for a while as though the race would be another fizzle. But the two boats kept right on, making the most of every puff of air, and a Defender enthusiast said, "This show has got the new boat in a light wind."

THE ENGLISH BOAT TAKES A LOOK AROUND

With the wind almost gone, the flags flapping listlessly and the water looking like a mirror, and while all hands devoted themselves to the difficult task of keeping comfortable, the English champion was discovered making her way toward the racers. All eyes were instantly turned in her direction. She brought a good breath of air with her, for she sailed faster by far than the American yachts, which had reached water